boat's grips and falls were frozen the lanyards securing the falls had be chopped in order to save time; but at would have been done in any case

The Eibe went down about two min-

The explanation given by the surviving moora of the Elbe as to the proportion the crew saved to the number of pasngers saved is that the following

rd boats were rendered useless.

and was the last to leave the ship.

distress. It is understood that

The following statement of the dis-

by the German Vice-Consul, Herr Brad ment was made after sifting all

ad may be classed as the consensus of

both the Eibe and the colliding steamer

dere going full steam shead the con-

was very slight. Immediately tor the collision the Elbe began to set

er was officially given this afternoon the Associated Press correspondent

we of the Elbe.

The rescued seamen steadily tienled children were to be saved first and the Eibe after the collision, but the exwomen, and they were to be the questions put to them on this point the boats on the starboard side. are the women and children were told her. But almost immediately after have orders had been obeyed the Elbe

"Could we," they said, "stand there "Sir, had I known it was not the Capon the sinking ship and not spring into the boats below?"

No Panie, but Great Confusion.

seamen, "and the distance between the me. But, you see. I have been a military boat and the ship's side was increasing." man, and I obeyed orders. way from the Elbe was one of the port "Did the Captain give no orders?" was

Third Officer Stollberg and the "Only one," was the reply; "and that who were in charge of this was that all the women and children book their seats inside of her and were to go to the starboard side. We Grand Island. the deck, it was a rush for the boat and | to give the women and children a chance

sted the crew of the Elbe in firing rockets which signalled the ves-

be opinion that the steamer which was laten with the Elbe was distinctly represent a person of exceeding corpu-

the interviews with the survivors and crew,

men said that he might have given more tie down stern first, her bow mounting bigs into the air and rendering it imthey had been given, at such a distance

as to the cause of the accident, the ident ing made to find some trace of the miss

Tug Sent to the Spot.

The agent of the North German Lloyd Steamship Company this morning sent the harbor tig Despatch to the scene of the disaster, but owing to the bad weather prevailing the men on board the tug were unable to see anything. In addition telegrams of inquiry have been sent to all places along the coast asking if they have any news of the missing craft, and it is hoped that the Lowestoft fishing smacks, which are expected to make this harbor during the afternoon, may bring some news.

These coast-guardsmen and Custom-Houre officers have been on duty continuously now for forty-eight hours, the whole force of Leub branches of the service having been on duty; but nothing has been seen of the missing boat, and teamship Company this morning seni

has been seen of the missing boat, and not a vestige of wreckage from the Ellis

still be affoat. state of great alarm, it was impossible

Company here announces that the Em peror and Empress of Germany have telegraphed their condolences to the Company and have asked to be promptly informed if any more of the passengers or crew of the ill-fated Elbe are rescued

from the life boat of that steamer, belongs in Grand Island, Neb. He that had the vessel which collided with majority of the passengers and crew de deck, the vessel sinking under might have been saved, for, he adds, the Elbe remained perfectly steady for many minutes after the collision before the vo ume of water poured into her and caused side, owing, it is said, to her to lurch. They all became confusion When the survivors were informed that the Crathie was supposed to be the ly denounced her crew for their appar

I speaking of the disaster, said:

less than we who are saved." Sobs he made the statement. He is a Gerwas seamed with tears, which had wet his sleepless pillow all night. Continu-

A Good Tonic

Hood's Barsa-

clated Press entered the room which only confusion was with the crew, a had been placed at their disposal at the tried to save themselves.

Sallors' Home, he found them busily Hoffman's Great Grief. engaged in stitching up their tattered clothing which they managed to save. They were laughing and joking all the

"It seems strange, sir; but to see that They were laughing and joking all the number saved there are fifteen members while, as if engaged in their daily of the crew. But many more might have work, and were exceedingly loth to con-been saved. Oh! God! My wife! My verse on the subject of the disaster. boy! Both are dead and I can't go to But when informed that the German their graves." Here the Sonsul and the Trinity pilot had made man burst into tears. After a few minstatements, they were willing to talk.

The sallors said they were all below. utes he continued:
"Yes. Many of the passengers had

The sailors said they were all below.

asieep, when the collision took place. Iffs-belts, but they were useless. The root crash into the engine-room, but into the mail-room, further aft. It was impossible to reach the forward boats as the bows of the steamer had risen high about the boats and the crew running about of the water. The seamen then here and there and cutting the ropes went aft and escaped in the manner about the tackles with which they were lowered.

"They were too proud on that ship painting ropes which should have been that there had been any panic on board oiled, then they would have been limp. cited manner in which they replied to light except the libe's lights. When I showed that great confusion had pre- from me, Oh! God! My seven-year-old

"I cannot swim at all," said one of the they would never have taken him from

When questioned as to the action of the captain after the collision, the seamen said that he might have given more orders, but, they added, in the noise and bonfusion which followed the disaster it was impossible to hear orders, even if they had been given, at such a distance from the bridge.

In the midst of inquiries of every kind is to the cause of the accident, the identity of the steamer which ramined the Eibe, &c., every possible attempt is being made to find some trace of the missing boat and its passengers.

Signals Not Seen.

"We first tried to row, but we found we made no headway and therefore rigged up a sort of mast, and with a small sail tried to keep the bow of the small sail tried to keep the bow of th

not a vestige of wreckags from the Elbe has yet been washed ashore.

The great majority of people have already abandoned all hope of hearing of the rescue of any more of the Elbe's passengers or crew, as many of the Yarmouth and Lowestoft fishing smacks are known to have been plying near the scene of the disaster, and they have not yet returned, which they certainly would have done had they picked up any survivors.

Bid Not See the Elbe Sink.

Kindness of the Fishermen.

"They were so kind to us on beard that smack aithough they were only rough fisher folk. They soon had some better ready and covered us up with everything warm they could lay hands upon Why, one of those poor fishermen actually gave me the only shirt he had, and I have it on now, God bless him."

Mr. Hoffman concluded with asking whether anything had been heard of the other boat, and then the poor man sank back upon his pillow, exclaiming.

"Oh, for some tegrams! But she is dead—dead—and so is my daring boy and I cannot go to their graves!"

The survivors Leave To-Morrow.

The survivors of the passengers of the Libe will go to Southampton to-morrow, and will embark for New York on board the next North German Lloyd steamship. The crew will go to London after having made their statements to the German Vice-Consul. They will then be shipped to Bremen.

The agent of the North German Llloyd Steamship Company announces that the following persons who were on the list of the Elbe's passengers decided, at the last moment, to go from Bremen to Southampton overland:

LOUISE BORNEFELD.
DOMINGO FURRER.
THEODORE GEISENHEIMER.
RUPOLPH NEUMANN.
LEIE MISSELEWITZ.
TWO ADULTS SOU TWO CHIL-

Board of Trade Inquiry. On behalf of the Board of Trade this afternoon a preliminary inquiry was held here into the sinking of the Elbe. The surviving officers of that steamship were questioned by the Chief Officer of the Custom-House. They said, in sub-

The Fibe was proceeding on a southsouthwest course down channel, steaming about fifteen knots. When about
forty-five miles of Terschelling Lightship a vessel was seen approaching,
two and one-half points off the port
how. This vessel's course was apparently west-northwest.

"According to the rule of the road at
sea, the vessel should have ported her
helm and passed under the Elbe's stern.
Both vessels however, kept their courses
and struck. The shock of the concussion was very slight."

Miss Bucckner a Heroine.

man-American, about thirty-live years the hour. She is besieged with visitors of age, of the type common in the West, lanxious to provide her with money and

ther stacks of diphother and I did not hear the captain give any order. But the officers did consesses just the element of their heat to reassure us, saying that there was plenty of room for every one in the boats."

The captain of the fishing smack Wildhower, which picked up the survivors of the Elbe, in an interview said.

Story of the Wildflower's Captain. "The Wildflower was east southeast of Lowestoft with our trawling gear down at 11 A. M. on Wednesday, when we sighted a ship's boat with something fluttering from its mast. I could see water breaking into the hoat.

"When we got near shough we threw Among those who made inquiry

SELLING \$12.00 & \$18.00

86 & 88 Bowery, Cor. Hester St

CROWDS AT THE OFFICE.

Manager Schwab Believes There

Hope for the Second Boat. There were many inquiries at the offic f the North German Lloyd Steamship company, in Bowling Green, this morn ing by those who had friends or relatives on the ill-fated Elbe. They asked if there was any news

that more survivors had been picked up. and many tears were shed as the ques tioners pleaded with the officials for one ray of hope. All night long the office of the North ferman Loyd Steamship Company

was open and a staff of clerks remained sager, to learn any news concerning the lost steamer,

to the home office of the Company at of the steerage passengers be forward-There were comparatively few in

quiries for missing ones, and none after o'clock this morning. Gustav H schwab, the General Manager, did not cabin passengers on the Elbe. The so home, but slept in a room over the steerage list cabled does not state where passengers were from any news was received.

any news was received.

It was not until 7.30 o'clock that the steerage list was received. Then all was bustle. Manager Schwab appeared in his office immediately afterwards, and after scanning the papers he said:

"There is hope yet that word may be received from points along the Dutch coast. If the second boat, which probably contained from forty to fifty persons, was not picked up by the fishing vessels and steamers in the vicinity she will probably drift towards the Dutch will probably drift towards the Dutch

will probably drift towards the Dutch coast.

"I am confident that the loss of life will be very much less than at first reported.

"To say that not much heroism was shown doesn't bear out the story of Jan Verera, one of the saved. The fact that nearly all the watch were lost is proof conclusive that the men stuck to their posts to the less."

Following is the Elbe's list of steerage passengers:

George Henne.

Apolinta Hojarska andApolonia Higha, children.

Stanisas Kielbasa.

Johann C. Wiederho August Zink, Henry A. Mitschky, Cecim L. Hermann, Mariauna Frank, Christine Lorensen, Janus Franya,
Janus Samby,
Pal Sauchy,
Pal Sauchy,
Jan Chasta,
Matyas Vansaa,
Gyoerg Antonyt,
Janus Planowsky,
Janus Benya,
Mihaly Turcsani,
Gyorgy Viosak, Folar,
Georg Kuyaca,
Michael Borth,
Angel Prisany,
Janus Karaa,

family, intoria Habeareiter, osa Rothmayer, Seneca, Cerny and childre

they would never have taken him from me. But, you see. I have been a military man, and I obeyed orders.

"My wife was only twenty-seven years of age. Oh. God! She was a good woman. She was born in Nebraska of Geram and Island.

"The End o. a Happy Night.

"It was all so sudden. We had all been so happy the night before. There was a woman lying in the boat got away with a great going to Mobile, Ala. He was comicalwas going to Mobile, the Elibe being right on top of us at first, we hardly sot a hunder of the persons we rescued that it is a sudden. We had all the sailoon.

There was a woman lying in the bottom of the boat the coat and was terrible was terrible to find the coat and was terrible to for London at 5.49 P. M. Before they started the correspondent of the Associated Press showed them the statement of Capt. Gorion, of the steamer Crathic spring.

It was all so sudden with a great of the coat and was terrible sailoon.

There was a woman lying in the bottom of the boat with a long coat on and or the sailoon.

"When the boat got away with a great of the coat and was terrible sailoon.

"When the boat got away with a great of the coat and was terrible sailoon.

"When the boat got away with a great of the coat and was terrible sailoon.

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"When the boat got away with a great of the coat and was terrible sailoon.

"When the boat got away with a great of the coat and was terrible sailoon.

"When the boat got away with a great of the coat and was terrible sailoon.

"The rescued officers of the Elibe started for London at 5.49 P. M. Before they started the correspondent of the Associated Press showed them the stateme White Peeled Willow Clothes 250

was a young fellsw from Berlin who was going to Mobile, Ala. He was comicalized from the boat got away with a great was going and told funny lokes in the saloon.

When the boat got away with a great deal of trouble, the Elbe being right on the form the boat got away with a great of the persons we rescued the persons we rescued the persons we rescued to the fore the first the carried the carrespondent of the Associated Press showed them the statement of the persons we rescued to the fore the first the carrespondent of the Associated Press showed them the statement of the persons we rescued to the first the carrespondent of the Associated Press showed them the statement of the persons we rescued to the first the carrespondent of the Associated Press showed them the statement of the persons we rescued to the persons

Table Bells, 90,

CURLING

HAZLETON, Pa. Have you any news about the Eibe? R. F. STUTZBACH. The answer to this was:

Have no further news of Eibe excepting who reported in the papers. OELRICH & CO. TRAY. Name of John B. Vinks appears on passen ist cabled to us. Shall wire particulars as ifm as soon as received. TORONTO, Ont.
Were any Toronto people abourd Eibe? Plea
forward passenger list.

5c., 7c., IOc. each. BARLOW CUMBERLAND. 500 Honest Count

Copper Bottom Heavy Tin 39C. Wash Boiler No. 7.....

ROTARY

Dover Egg

Beater,

7c.

ALCOHOL LAMP,

To Heat Curling Iron,

10c.

5c.

Pkg. 5c.

Steel Tacks,

If possible, give what Chicago passengers we in the Elbe.

ANSON It appears that no Chicagoans were

Were Henry Nitschky and Seitm Hermann booke by Ems. due to-day? A. LINCOLN, J. MILLER. The names of C. L. Herrmann and I A. Nitschky appear on Elbe list cable from Berlin.

The answer:

Wire whether William Warnucke, steerage, was passenger on Elbe and lost.

Answer.—Name William Warnucke appears on steerage list Elbe, cabled from literlin. Company has ordered steamer out to make thorough search.

Wire if Sam Lichtender, was Einghampton.

Wire if Sam Lichtendorf was on steerage list of Elbe. W. S. SMITH & SONS.
Answer.—Name of Sam Lichtendorf does not appear on the list cabled from Berlin.

view taken by the steamship agents than any words they might say on the subject.

This message directs Agent Donner to break the news to Mrs. A. L. Devins of Hamilton. Mass., a sister of Mrs. Kilpfel, who is down on the Elbespissenger list as from Brandenburg, near Berlin, and is among the missing.

No word had been received by the New York agents at 130 o'clock to give hope to the friends of the missing ones.

James H McGill, of Washington, appeared in person at the offices of the company to settle a misstake in a name in the passenger lists. He called on behalf of Mrs. Anton Fischer, of 988 G street, Washington, whose husband's mame should appear among those of the Elbe's passengers instead of that of his wife. Fischer went to Germany six weeks ago to see his mother.

His name appears umong those who at the last minute decided to go overland from Bremen to Southampton.

F. Oppenhelm, of the American Metal Company, 89 Wall street, and residing at 24 Fast Sixtleth street, wrote to thim at once. Mr. Oppenhelm could not be found. Julius C. Dittrich be sent to him at once. Mr. Oppenhelm could not be found, Julius C. Dittrich be sent to him at once. Mr. Oppenhelm could not be found, Julius C. Dittrich be sent to him at once. Mr. Oppenhelm could not be found, Julius C. Dittrich adward in the directory as a chemist, at 221 East Twenty-third street, and residing at 24 Fast Sixtleth street, wrote to found, Julius C. Dittrich be sent to him at once. Mr. Oppenhelm could not be found, Julius C. Dittrich adward in the directory as a chemist, at 221 East Twenty-third street, and residing more before an among the missing of the first class passengers; and 2 passengers from Bremston to Southampton only, making at 24 Fast Sixtleth street, wrote to the first of the sent to him at once. Mr. Oppenhelm could not be found. Julius C. Dittrich adwards the first of the sent to him at once the first of the sent to him at once the first of the fir

EDW'D RIDLEY & SONS Special Alteration Sale

HOUSEFURNISHINGS, CHINA AND GLASSWARE. **Jany Additional Bargains!** 

Cedar Pail.

8-Hoop Brass

Bound,

each.

BISSELL

SWEEPER,



10-inch White Rubber Roller Clothes Wringer, equal \$1,25

BALVANIZED IRON

LADIES' IRON. 5c.

Screwdrivers.

Combination DAUBER. 10c.

5c., 7c., 9c., 12c.

LAD-

DERS

Tampico and Root

SAUCEPAN and COVER,

Another Lot Enamelled Steel Cooking Utensils an Blue and White Enamelled Steel Ware at

BARGAIN PRICES PREVIOUSLY QUOTED

NO HOUSEFURNISHINGS ADVERTISED WILL BE SENT C. O. D. PREPAID MAIL ORDERS ONLY FILLED.

309, 311, 311½ to 321 Grand Street, N.

the passengers on the Elbe was Mrs. Carl Klipfel, of Brandenburg. Germany,

Wire it Sam Lichtendorf was on steerage list of the.

W. S. SMITH & SONS.

Answer.—Name of Sam Lichtendorf of the Control of the Sam Lichtendorf of the Sam Lich

MRS. KLIPFEL ON THE ELBE. She Was Miss Elwood, a Society Belle of Rochester. ROCHESTER, N. Y., Jan. 31.-Among

sister of Park Commissioner Frank W. Elwood, of this city, and a former resilent of Rochester herself. Miss Elwood was married to Carl Klip-Miss Elwood was married to Carl Klip-fel, a German Army officer, at Bar Har-bor, Me., Oct. 7, 1890, and the wedding was a great society event at Bar Harbor. A despatch received in this city a few weeks ago from Mrs. Klipfel stated her intention to sail on the 231 on the Ems. and her family still cling to the hope that she is on that steamer. The North German Lloyd officers say, however, that she was a passenger on the Elbe.

WRECK OF EIDER RECALLED.

The Eider left New York on Jan. 22, The Elder left New York on Jan. 22, 1892, bound for Bremen via South-ampton. On Sunday evening at 10 o'clock, while abreast of the Needles, she ran on a reef of the Isle of Wight. All the Elder's passengers and crew were saved but the vessel was considered a total wreck and abandoned. Later, however, she was raised by an English wrecking company and repaired. She is now a tramp, running from Rotterdam to the West Indies.

British Steamer Venetian Partially Disabled.

with one of her engines disabled. DEAD IN A CABLE CAR.

John F. Lawrence Falls Forward and Dies in a Few Minutes.

While Broadway cable car No. 67 was going uptown between Houston and Bleecker streets, shortly after 2 o'clock o-day, a well-dressed man, apparently about fifty years old, fell forward un-

front of the Empire State Bank, and Policeman Lake sent for an ambulance Before the call was responded to He wore a black suit and overco sealskin gloves, a silk hat with mour ing band, and had a diamond ring on t little finger of his right hand.

Just Three Years Ago the Elbe's Sister Ship Was Lost.

A rather curious coincidence in connection with the loss of the Elbe is that almost three years ago to a day her sister ship, the Elder, was wrecked almost in the same neighborhood.

The Elder was built just two years after the Elbe and was like her in every respect.

The Elder left New York on Jan. 22,

A number of cards bearing the He carried a watch, to which Anumber of cards bearing the of John F. Lawrence were foun case in the vest pocket. The off the Mik Company are Richa Hachla. President, John F. Law Vice-President, and R. Underhill, tary and Treasurer. There seem no doubt as to the man's identity rence lived at 21 East Fortieth

Found Dead in His Unite An unknown man, supposed to be Hi

but it is feared that she was cap-"Into the third boat, at the last mo-

d, there crowded nineteen men, the women and children having rushed mand that they should get into

"This third boat pulled away from the thip, and in so doing shortly afterwards ent inhumanity in not making an effort seed a lady passenger. Miss Anna to assist the disabled vessel or to rescue seeker, who clung to the gunwale or her crew. Mr. Hoffman, this morning.

until 11.10 A. M., the heavy seas repeatedly washing over the small craft, which was in constant danger of being swamped, and drenching its occupants, who had not a morsel of food to eat. conscious condition. The lights of many

Their crews, however, did not notice the "Finally, the waving of a shirt from the bost attracted the attention of the

with extreme difficulty. Would Not Hender Assistance. "After the collision the unknown teamer passed under the stern of the libe and proceeded on her course with-

ting upon the orders of Capt. von r. who were in charge of this ody who could get into it did so. "Did none of 'he passengers endeavor The Trinity pilot, Greenham, who, as adv stated by himself, rushed on

iressed, 'wo high had the vessel raised saloon out of the water, and they were afraid "What!" interlected one man. "Did

down-"we would have been sucked into

ity of the steamer which rammed the

Although it is generally believed tha the Elbe sank almost immediately after the collision, some of the survivors as sert that they did not see her so down

and they express the hope that she may

Could Have Saved Many. Mr. Carl Hoffman, one of the cable

Sufferings of the Saved. "Those who were drowned suffered

"Only one." was the reply: "and that

to leap into the boats?" was the next was a young fellow from Berlin who was

not one of the passengers jump and dred vards from the ship when I saw man"—. And here the speaker, with a scowl on his face, made a gesture to shouted:

Too Many for the Boat.

"Nineteen men in a boat only made to hold fourteen," he continued; "we could not take any more on board. Besides"—and he again made use of a dramatic gesture to depict the eddying of the

A Fing of Handkerchiefs.

Kindness of the Fishermen.

Survivors Leave To-Morrow.

"The Fibe was proceeding on a south-

Miss Anna Bucckner, the only lady urvivor of the Elbe, is the heroine of

his sleepless pillow all night. Continuing, Mr. Hoffman said:
"There was no confusion among the passengers. They behaved well, and the A Good Tonic

A Good Tonic

"There was no confusion among the passengers. They behaved well, and the passengers. They behaved well, and the ship, which was the lee side. The majority of the passengers crowded to the starboard side, over which a high wind was rugning. was riging.
'I do not know who ordered them there, and I did not hear the captain

Angel Fraug.
Jan Kacza,
tiustav Hemke,
Meri Pabus end child,
-Mitaly Gaides,
Jan Kowai,
Martin Fajieres,

LONDON, Jan. 21. — The British the uniform of the Unito the United States and the States of the United States of the Un

side of the lifeboat. Some time elapsed fore she could be pulled into the boat.

"As everybody crowded upon deck im-

"A rush was made for the boats tha

water was immediately swamped

he second boat launched was lost t of in the high sea which was run-

samble. The first boat to touch

erow of the fishing-smack Wildflower, which eventually rescued the survivors Is absolutely necessary after attacks of diplo-

hed, though after daylight a